

in which the said board shall make and file its award: Provided, that this period shall be thirty days unless a different period be agreed to.

"Ninth—Shall provide for the date from which the award shall become effective and shall fix the period during which the said award shall continue in force.

"Tenth—Shall provide that the respective parties to the award will each faithfully execute the same.

"Eleventh—Shall provide that the award and the papers and proceedings, including the testimony relating thereto, certified under the hands of the arbitrators and which shall have the force and effect of a bill of exceptions, shall be filed in the clerk's office of the District Court of the United States for the district wherein the controversy arises or the arbitration is entered into, and shall be final and conclusive upon the parties to the agreement unless set aside for error of law apparent on the records.

"Twelfth—May also provide that any difference arising as to the meaning or the application of the provisions of an award made by a board of arbitration shall be referred back to the same board or to a sub-committee of such board for a ruling, which ruling shall have the same force and effect as the original award; and if any member of the original board is unable or unwilling to serve another arbitrator shall be named in the same manner as such original member was named."

Notable Assemblage.

Those attending the conference besides the President and the Secretary of Labor were:

W. C. Brown, president of the New York Central.

A. H. Smith, senior vice-president of the New York Central.

Samuel Rea, president of the Pennsylvania.

Daniel Willard, president of the Baltimore & Ohio.

George Stevens, president of the Chesapeake & Ohio.

N. W. Atterbury, vice-president of the Pennsylvania.

Frank Trumbull, chairman of the executive board of the Chesapeake & Ohio.

Warren B. Stone, president of the Brotherhood of Locomotive Engineers.

W. S. Carter, president of the Brotherhood of Locomotive Firemen.

A. B. Garretson, president of the Order of Railway Conductors.

W. G. Lee, president of the Brotherhood of Railway Trainmen.

Seth Low, president of the National Civic Federation.

Judge Martin A. Knapp, chairman of the Commerce Court.

H. E. Wills, legislative representative of the Brotherhood of Locomotive Engineers.

Henry D. Clayton, chairman of the House Judiciary Committee.

Senator Francis G. Newlands, chairman of the Senate Committee on Interstate Commerce.

Representative Mann, minority leader in the House.

Ralph Easley, chairman of the executive committee of the National Civic Federation.

Marcus A. Marks, chairman of the mediation department of the National Civic Federation.

Senator John W. Kern.

All Seem Gratified.

The merits of the controversy itself were not touched on at today's conference. The legislative side alone being canvassed, but the result of the conference seemed to meet with the approval of all the interested parties.

"We have until Wednesday night in which to effect an amicable settlement," said Mr. Garretson after the meeting. "We are willing to avail ourselves of every means for a reasonable settlement. Should Congress fail to act, then the entire subject will be referred to the committee of 1,000 for action."

W. C. Brown, president of the New York Central, said:

"The result of the conference was entirely satisfactory to the railway managers. It is exactly what had been agreed upon by the railways and the unions. When the Newlands measure shall have become a law it will furnish the best means of settling future wage troubles. We are pleased in every way."

The other railway managers present concurred in this statement.

Wider Scope, Says President.

President Wilson expressed his gratification after the conference that an agreement had been reached on disputed points. He declared that while the Erdman act originally contemplated a controversy between a single railroad and its employees the scope had been widened so as to deal with a series of railroads.

The President referred to the suggestions made as "just and reasonable" and saw no reason, he said, why Congress should not act upon them now to prevent a great inconvenience and perhaps a disastrous situation for the carrying business of the country.

The President said he would name the new commission as quickly as possible, and that the contending parties had assured him that they would await legislative action.

Permanent Commission.

The agreement not only averted, temporarily at least, the railroad strike, but smoothed out differences of opinion that had arisen in both the Senate and the House as to the composition of the board of mediation and provided a permanent commission to deal with railroad disputes.

The pathway was cleared for prompt action in both houses, Senator Kern telephoning from the White House to have the Senate adjourn until tomorrow, instead of Thursday, as contemplated, and Representative Clayton announcing that he would move to take from the Speaker's table his bill, to which amendments in conformity with the Newlands bill in the Senate would be attached.

The President later announced that he would sign a measure such as agreed upon. He described the conference as "simple and satisfactory."

Seth Low, who had been instru-

mental in bringing the railroad heads and labor leaders together, acted as spokesman for both sides, relating to the President the details of the legislative situation that had arisen in the attempt to provide a substitute for the Erdman act. The original board of arbitration provided under that act was independent of any governmental department, but one of its members—the Commissioner of Labor—had since been included under the Department of Labor, where his duties had been increased so that only a portion of his time could be given to labor disputes.

Bills at First Identical.

The bill introduced in the House by Representative Clayton originally was identical with that introduced in the Senate by Senator Newlands, but had been amended at the instance of Secretary Wilson, who wished the arbitration board to consist of nine members, who were to be under the jurisdiction of his department.

At today's conference, however, Secretary Wilson, while still expressing his preference for the amended Clayton bill, announced that he would not insist on it, and an agreement was immediately reached to put through the Newlands bill, of which both parties to the controversy had previously expressed their approval.

The Clayton amendments to the Newlands bill concern the elimination of an inconsistency as to the place for the filing of papers in the various hearings, and insert a proviso that no mandatory process of any court should oblige an employee to work against his will. While this is conceded as having been taken care of by the Constitution, it nevertheless was placed in the Erdman act to avoid constitutional objections of a technical nature, and had been inadvertently omitted by the framers of the Clayton-Newlands bill.

JERSEY PROGRESSIVES TO FORM A COLBY LEAGUE

Will Meet in Newark Thursday to Organize Support for Him for Governorship.

Progressive leaders from many counties of New Jersey, especially from the southern end of the state, met in Newark yesterday afternoon and arranged for a meeting to be held in that city on Thursday afternoon, when a state Colby league will be formed to boom Everett Colby for Governor. Borden D. Witting, national committee member of the Progressive party, and former Governor John Franklin Fort, were the moving spirits at the meeting.

Record and James G. Blount, who, during the Progressive convention in Chicago, took sides with Osborne in what was generally understood to have been a personal squabble between Colby and Osborne over the latter's alleged tactics in trying to sidetrack the naming of Whit-

ing as national committee member of the new party.

Osborne is banking on the Record-Blount influence to tide him over in his race for the nomination.

The formation of a state Colby league is in line with a movement started in Essex County. Many members of this organization were in attendance and expect to be on hand on Thursday. It is the intention of the Colbyites to have the proposed league become a working organization in the various counties during the primaries for their standard bearer.

As the members present yesterday view it, the only hard work will be in Passaic and Hudson counties, where the Osborne and Hudson forces are strong.

George L. Blount, chairman of the executive committee of the National Civic Federation.

Marcus A. Marks, chairman of the mediation department of the National Civic Federation.

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NOT ALL PLEASED WITH ARBITRATION POLICY

Several Trainmen's and Conductors' Representatives Decry Agreement.

STILL THREATEN STRIKE

One of the Railroad Managers Here Asserts the Time Has Come for Showdown on Both Sides.

Several members of the committee of one hundred of the conductors and trainmen said last night that their unions would never agree to general arbitration. If the railroads insisted, they said, as intimated in a letter signed by Elisha Lee in behalf of the railroad managers, that "all questions of rates of pay and working conditions of conductors and trainmen" be submitted to the projected federal conciliation board, there still would be a strike.

The letter from Mr. Lee was addressed to A. B. Garretson and W. G. Lee, leaders of the trainmen and conductors, in response to the formal declaration of the men to walk out, and was as follows:

"The conference committee of managers, representing forty-three Eastern railroads, has dealt with three labor controversies—the present one, one with the engineers and another with the firemen. The committee's policy has never changed. It has refused to be coerced, through threats of strikes, into paying the railroad employees wages out of all proportion to the duties performed."

Object to Erdman Act.

"The managers have been consistent in contending that the Erdman act—arbitration under which railroad employees always agree—does not protect the interests of all parties concerned."

"Judging from your letter of the 12th instant, we take it that you will agree to arbitrate under some fair plan, such as that called for in the Newlands bill, the passage of which representatives of the railroads have been urging for some time past, and that you will not insist further upon arbitration under the provisions of the Erdman act."

"The position of the railroads is unchanged. Should the Newlands bill be enacted into law the conference committee will, of course, be willing to submit to arbitration, by a board provided for in the Newlands bill, all questions of rates of pay and working conditions of conductors and trainmen."

One railroad man who was present at the managers' conference yesterday morning, which met in an office in the Grand Central Terminal to consider the strike threat, was asked what the last paragraph meant.

"It means," he replied, "that when the arbitration stipulation is signed, we will express our willingness to arbitrate the demands of the men, but at the same time, and that certain rules formulated by the union that we do not consider fair, but which we were forced to abide by, be also arbitrated. There are a number of such rules which we believe to be unfair to us, and if the men want their demands arbitrated then we have the same right. We will go into every question, the whole book of rules, and insist upon having certain rules which we consider unfair changed, just the same as the men want their demands adjusted."

Extra Crew Bill in Issue.

"For instance, there is the extra crew bill. That bill, now in force in Indiana, Pennsylvania, Ohio, Maryland, New York and New Jersey, has so far cost the railroads annually \$2,000,000. This bill means that extra firemen must be put on trains of certain types at the same salary as that received by the regular firemen. We do not consider that fair. There are pending at present in Ohio, Pennsylvania, Connecticut and Illinois amendments to these extra crew bills which will increase the expense to the railroads \$400,000 more a year."

"That is only one of the rules and questions which the railroads are now putting up with and which they do not consider fair. We may as well go into the whole thing while we are at it. It must be settled some time, and we intend to have these things settled now."

"We will prepare our side of the case, giving the list of grievances we have against the union rules, and let the men present their side, giving the list of grievances which they have against us. Then let the arbitration board decide what changes will be made. That is only fair and proper, and it is what will be done."

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SAYS MILITARY COULD FEED CITY IN STRIKE

Officer on Quartermaster's Staff Points Out How Food Trains Could Be Moved.

USE TRANSPORTS, TOO

Threatened Tie-Up of Transportation, However, Fails to Hurt Market, Despite Famine Talk There.

The trainmen are not going to strike, so there is not going to be any chance of the food famine for New York which the commission men were bound to follow the threatened paralysis of the transportation facilities by which country products are daily brought to town in almost countless thousands of pounds, quarts, dozens and bushels.

But even if the strike had developed, the city would not have starved, for the government would, if the situation had become serious enough, have seen that the food came just the same, according to a high officer on the quartermaster's staff.

"Sustenance of the cities of the country in an emergency, such as attack by an enemy, is one of the big problems considered in the military arrangements of the country," he said. "Had New York been cut off from the food supply, the President would have the power, and would doubtless use it, to feed the city."

Military Would Man Food Trains.

"He would call upon the quartermaster's department to tackle the job. Doubtless trains would be commandeered and run by the government's own men. It would bring the necessary food in. That proved inadequate, there are the transports. They would be loaded at other ports and there would have been enough food for every one."

"It would be a serious problem. Just how serious it would be realized by the government, and the Quartermaster's Department would be ready to handle it. It would be a serious thing to interfere with the government trains bringing the food in and the strikers would not dare do it."

Feeding New York would be about the biggest job the quartermaster ever tackled. He would have to deliver more than 2,500,000 quarts of milk every day to the city if he did the job as well as it is being done now. As to beef, lamb and other kinds of meat, he would have to provide between 150 and 200 carloads a day.

The city likes eggs, butter and cheese pretty well, too. The busy quartermaster, unless he wanted to have his customers complain, would have to deliver more than 1,000,000 pounds of butter, 500,000 pounds of cheese and 7,000,000 or 8,000,000 eggs, not to mention the tons of fruit and vegetables brought in every day.

"We have no big supplies of stores we could draw upon," the officer said as he went into these details of the problem. "To feed our own men now we have to go into the open market. If that market were cut off in New York we would have to go maybe as far as Chicago. But we would do it. We would run trains all the way through manned by government crews."

If the strike was carried on over a period of several weeks a correspondingly more impressive set of totals would have to be taken into account. For instance, for the week ending July 12, more than 60,000 bushels of wheat and 20,000 bushels of corn came into the city, while there were more than 25,000 barrels and nearly 30,000 sacks of flour.

Enough in Storage to Last Weeks.

The cold storage supplies already in the city were suggested by one commission merchant as food magazines from which the city could draw its supplies for a time. He said no one could give an intelligent estimate of just how great this supply is, but he thought it would last for three or four weeks, and would keep the prices from soaring immediately.

There was, however, a difference of opinion as to this. Another merchant said that within twenty-four hours, unless some way were found to bring in new supplies, prices would increase 25 per cent at a jump and then go right on up. The cold storage supplies, he said, consisted only of meat, butter and eggs, but as to other commodities, such as fruit and vegetables, the city lives, he said, practically from hand to mouth, being entirely dependent upon the daily receipts brought in by the trains.

Despite the famine talk of the commission men, the threatened strike did not have any appreciable effect on the market yesterday. Receipts and demand, it was said in the Produce Exchange and the Mercantile Exchange, were normal, and the possible shortage resulting from the strike had not been considered by the traders.

The article colony, which numbers some of the country's prominent illustrators and artists, stands divided again on itself.

The occasion which caused the dissension was the tail end of a celebration of Rose Valley Day in Guildhall. Since then the colony has been divided into two parties—the conservatives and liberals. Mrs. Alice Barber Stephens, a well known illustrator, is considered the chief opponent of the trot, while Mrs. P. Van Sauten Koff, a painter of some note, is leading the liberals.

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LOUIS F. PILCHER, State Architect.

BOMB IS SENT TO STATE ARCHITECT

Continued from first page.

the police. "A man in the position I occupy receives a number of letters, some of them threatening. The bomb may have been put in place by some one whose interests might have been injured while I have been acting as State Architect."

Mr. Pilcher said he was unable to furnish the names of any persons who he thought might have been injured as a result of his activities. He has been acting as State Architect since the early part of May, when Governor Sulzer nominated him for the office. He is a graduate of the Columbia